









In England I had many opportunities to study the earnestness of purpose which characterizes every movement amongst the English for the common weal. I personally was most strongly impressed by the earnestness which, I think, accounts for much of the success and the greatness of the English nation today. It is said that on their empire the sun never sets. By this we can understand the size and the magnitude of the British Empire. We the Chinese people can likewise boast of a very vast empire. But within recent years there have not been wanting evidence to show that efforts, internal and external, have been strenuously directed towards the dismemberment of our great country. It is a sad and piteous sight to behold the Chinese empire depleted as a dead carcass with hungry wolves ready to tear away every member of the dead body as soon as their neighbours relax their vigilance over it. Yes, gentlemen, figuratively speaking our empire has been so represented and spoken of. We as individuals and communities represent the integral parts of the Chinese Empire as a whole. Lord Charles Bessford has come out to study as he is told the conditions of trade, but in that study he has discovered that the first step to be taken is the reorganization of our army in order that our trade may be expanded; for, as he remarks, without the means of enforcing the laws governing trade, of what use will it be to devise means to enlarge it? We are one and all so largely interested in the development of our trade with the countries of Europe and of America, that, I think, it devolves upon us to strain every nerve to give his proposals a fair trial. Since we cannot by ourselves induce Lord Charles Bessford to aid us in the manner he is convinced he is able to do, we can at any rate, by expressing our emphatic approval of the series of resolutions Mr. Ho Tung has moved, committing them to Lord Charles Bessford, giving him to place them before his government, have a chance of making ourselves heard to the advantage of our trade, of our government and ourselves. With these remarks, gentlemen, I am happy to second the resolutions in their entirety. (Applause.)

Mr. LEW CHU SHAN—Mr. Chairman and gentlemen, I presume, most of the gentlemen present at this meeting have heard a good deal about Lord Charles Bessford's mission and his suggestions concerning the China trade. We have to-day listened with great pleasure to the subject matter Mr. Ho Tung, who has for his object the further increase and development of the China trade. Being closely connected with one of the principle shipping firms in China—I mean the China Merchants' Steam Navigation Company, which I have the honour to represent in this colony—the China trade has for years been engaging my serious attention. We find that the business in nearly all the sea port towns in China has increased in recent years, and anything could be done to further increase the China trade the result no doubt will be to the benefit of the colony. [Any movement good for the development of our trade will have my cordial support. (Applause.)

Mr. Lau Wei Chuen—Mr. Chairman and gentlemen, we have successively heard the advocates of Lord Charles Bessford's scheme in regard to China from the merchant's, the comprador's, and the shipping gentleman's point of view. I beg to add a few words from the banking man's standpoint. Gentlemen, the great financial institution known to us as a "Bank" among the foreign nations with its complex yet admirable system of reorganization in branch and agencies all over the civilized world is an essential element of Europe. We have not been slow to accept and take advantage of it as a most wonderful organisation by means of which we are enabled to conduct our trade with the outside world—and even within our own Empire—with so much ease and security. We are thus afforded a very patent fact in our everyday life that however good our own methods of doing things might be they are, nevertheless, capable of improvement. Drawing the comparison, therefore, closer to the policy proposed by Lord Charles Bessford in respect of the economic condition of our country, we might be inclined to think that though, as at present conducted, our system of collecting revenue was good, enough for the days of our ancestors, we must recognise that very great changes have been made since then amongst those nations who to-day occupy the foremost position in the public mind. Now, gentlemen, let me be clearly understood. Although I say that our system of collecting the revenue may be changed with advantage (and this remark applies with greater force to the inland revenue), I do not wish for a moment to insinuate that our country does not occupy a very high position in the rank of nations. I say, and I say so forcibly, that by the providence of God China was given in Creation all the vastness of resources and the greatness in the number of its people which will for all time command respect. With this conviction in our minds, it behoves us, as sons of this great country and as members of this immense community of 400,000,000 people, to do all we can to acquire the good for our people which follows trade conducted in a fair and honest manner. In my own humble opinion I think that by according Lord Charles Bessford's efforts we can do the good I suggest and with modern banking facilities throughout our empire I trust that profits from trade will yield benefits a hundred fold more than they do now. Let us remember that "times change and we change with them." (Applause.)

Mr. Lau Yau Pui—Mr. Chairman and gentlemen, I have heard Mr. Ho Tung's remarks to-day with really much interest. I can hardly add anything to what that gentleman has said in order to invite attention, inasmuch as it is useless to point the finger, and suggest and confess, are of such vital importance to the welfare of our country generally and to international trade that one and all of us here should cordially give them due support in order to attain the desired end. For the past few years, the common topic of every day talk of the European community has been the two great questions, viz., "Open door and spheres of influence in China." Well, we are not concerned with the latter. Apart from China one might safely say there is no other country in the world that offers itself for such discussion, which claims everywhere so much attention from both politicians and intellectual men of the commercial class. We as sons of China may be loath to join issue in the same talk for various reasons, but the situation is such that it is only imperative that we should modify a little of our traditional ideas. I say, gentlemen, we must do it, not so much for the sake of benefiting any other people more than ourselves. As Lord Charles Bessford rightly said, "if he were a Russian, he would have done more than the Russians; he did not blame them for pushing forward for their own gain." I may be rather selfish when I say to modify one's ideas not to better other people's condition, but I have the consolation in believing that the same noble Lord would at least agree with me in the main, if he were placed in my position at the present juncture. Affairs in China as a whole are far from being satisfactory, and that unsatisfactoriness, it should be admitted, has been brought about by ourselves. For propriety's sake I might be accused from detaching all the causes (which by the way are numerous) that it is not at all an easy matter to enumerate them without

involving the loss of much time to the disgust of my hearers. Suffice it to say that the condition of the country is what I have represented, and the first thing that we have to do is to look for some effective remedy to prevent its going from bad to worse. What is that remedy? There can but one answer and that is "outward assistance" or "internal reform." Some people are apt to conclude that given the time, we Chinese can well manage our own affairs; we can set our house in order, without interferences—we have the tact and ability to carry through anything just as well as any other people, and what is the use of inviting meddlesome assistance which would simply be detrimental and disastrous to our internal life and property in the end? Well, well, that is quite true in one sense. As China-men, we might like to cherish the illusion but we should not merely cherish it. We should all exert our very best to secure, in our position of freedom before doing anything else. Let us trace the course of our modern history. Before they could crawl our statesmen attempted to leap and they have constantly clamoured for drilling troops, building ships of war, opening mines and running railways; our literary men have started all sorts of leagues to improve the education of the country, and our commercial experts, &c., in money making have left no stone unturned in the keen race of competition. I dare say we have done too hastily almost everything that could be done, only where is the result? For half a century or more, we have drilled troops and built ships of war only to be annihilated, opened mines for the benefit of the favoured few, laid down railroads to be taken up immediately, started all sorts of leagues to be instantly suppressed and be made the laughing stock of the whole civilized world; and for the credit of the commercial or industrial class, nothing worth speaking of. I may be accused of being indiscreet to dilate upon all these weaknesses, but they are facts and who can be so blind as not to see them for what they are? I do not propose to dwell on the evils of the country, of my remarks, but the present state of the country's helplessness as being "purely self-created," yet there is one cause to which nobody should for one moment rest himself as entirely oblivious. The crying evil, in fact the greatest of all the national drawbacks, is the quality which for convenience sake I should call self-deception. We all know perfectly well that the country taken as a whole stands sorely in need of something to re-establish its prestige in the eyes of the world, and yet how very few of us would admit the fact manfully and frankly. Now, gentlemen, to return to the point, Mr. Ho Tung has kindly told us in his emphatic way that the Associated Chambers of Commerce in England hit at the very happy idea in deputing Lord Charles Bessford to visit China the last few months, about his Lordship's intention of what to do when he returned home, and that the passing of the several resolutions proposed is materially essential, in that much common interest for both the Empire of Great Britain and China depend on the final issue of the same. For all the reasons that I have stated, I must say that I fully concur with him. I cannot, however, myself by persevering in the illusion that we need no such assistance. I say that without it we are far from being able to set our house in order yet. Though the open door may not be for our immediate gain, it cannot but be so in the long run, especially in that introduction is proposed in combination with a reorganised army which is a preliminary step to all other points of reformation at present most required by ourselves. Again, speaking as a man engaged in an important industry, that of supplying the material for the dissemination of knowledge, through the medium of the Press, I can see in my mind's eye the unmistakable, multifold benefit to be derived from the scheme in the near future. Fancy place as large as Europe properly policed and well laid out at once thrown open to the numerous paying and yet undeveloped industries without the many restrictions and hindrances as experienced heretofore. The change can better be conceived than described. Competition naturally will be keen in turn, but what matters? See the enormous amount of willing capital that will inevitably flow in freely for the good of the poor masses when the country's peaceful prospects are everlastingly insured. Gentlemen, the open door together with the reorganised army of our country under the friendly British guidance, if I am not mistaken is sure to be one of the greatest sources of our fellow men's happiness in the long run, and in this connection I have the greatest pleasure in supporting the resolutions and would respectfully call upon you to pass the resolutions unanimously. (Applause.)

Dr. Ho Kai and Ho Mei also supported the resolutions, which on being put to the meeting were carried unanimously.

Mr. Wong Kam Fook—Mr. Chairman and gentlemen, I beg to propose a hearty vote of thanks to the Chairman and the various speakers in which I trust we will all join. In future if there are any matters connected with commerce, I hope that you will come here and discuss them, so that every one may derive benefit thereby.

Mr. Lo Cheung Shui seconded, and the motion having been carried the proceedings terminated.

#### THE CITY HALL MEETING.

The annual meeting of shareholders in and subscribers to the City Hall, was held in the City Hall Library at 4 o'clock to-day. Present—The Hon. J. J. Bell-Irving (Chairman), Messrs. H. L. Denny (Secretary), N. A. Dalrymple, H. M. Mody, B. Layton, N. A. Siebs (Committee), and Granville Sharp.

The Secretary having read the notice convening the meeting,

The Chairman said—Gentlemen, the Report and Accounts have been in your hands for some days and, as usual, I will ask you to accept them as read. Nothing of very special interest in connection with the City Hall has occurred since our last Annual Meeting; the Institution is now in its thirtieth year, having been opened by His Royal Highness the Duke of Edinburgh in 1869 and, although at times it has been found somewhat difficult to keep our expenditure within our income, we are now in a fairly strong financial position though not yet able to make any return to shareholders. You will observe from the Report that considerable repairs have again been necessitated to the woodwork of the building, and as it grows older we can hardly expect any decrease of expenditure in this respect. The recent improvements carried out in the Theatre Gallery, as well as some other alterations in connection with the stage and the Dressing Room, the latter being required to ensure greater safety in the event of fire, have necessitated a certain outlay, which will have to be paid out of the current years receipts, and the Committee have deemed it advisable to slightly raise the scale of charges for the Theatre; but I think you will admit that they are still very reasonable taking the depreciation of the dollar into account. As you will see from the Report, the Committee have also been obliged, owing to the enhanced cost of living, to increase the pay of the servants engaged in the City Hall so that a larger expenditure under this head must be looked for in the future. With the considerable growth of the foreign population of Hongkong since the City Hall was opened the Building is now none too large for the purposes to which it is put, and it is

doubtful how long the present accommodation for large social gatherings will prove sufficient. With reference to the Library and Museum gentlemen, I will not detain you at any length, but the rooms devoted to the Museum are, I regret to say, not so suitable as one could wish, being dark and gloomy, and this fact, added to the difficulty of preserving natural history specimens in this climate, makes it difficult to keep the Museum as attractive as it otherwise might be, nevertheless as affording opportunity of exhibiting a good many interesting articles that have been presented, or lent, the Museum serves a useful purpose, although it may be of little use from a strictly scientific standpoint. The fact that it still continues to attract the Chinese is evinced by the large number of visitors mentioned in the Report. If anyone has any questions to ask with reference to the report and accounts, I shall be very glad to answer them.

There being no questions, the Hon. J. J. Bell-Irving moved the adoption of the report and accounts.

Mr. Granville Sharp seconded.

Carried unanimously.

The meeting then terminated.

#### PHILIPPINE NOTES.

THE SITUATION.  
(From our own correspondent.)  
MANILA, January 17th.

The trouble between the Filipinos and the U.S. government has undergone no appreciable change, either one way or the other.

Last week the whole city was thrown into a state of trepidation owing to a report that the natives were rising and that the Filipino army was attacking the town. The excitement was immense, there was a regular stampede and in less time than it takes to relate all the shops in town were closed. One could look down a whole street and not find a living being nor a carriage. The garrison stood to arms within ten minutes of the alarm which proved to be a false one. It all occurred over a little disturbance in Tondo district where there was some dispute between the Filipinos and the Chinese in the market.

On Saturday last a circular was posted on the walls of the city of a very seditious nature. It purports to be signed by an American soldier and is an appeal to his comrades in the United States army to disregard the commands of officers concerning any attack upon the insurgent army and if forced into action to fire in the air so as to show the Filipinos that the Americans soldiers are in sympathy with their struggle for independence. Following an alleged review of the events preceding the capture of Manila by the Americans, and the statement that it is evident that the American government intends to retain the islands, is the statement that the retention of the islands is contrary to justice and at variance with "the frank and noble promises made to General Aguinaldo." Then follows the suggestion that the soldiers ought to unite to protest to the commanders against the retention of the islands, "or at least we should observe an attitude contrary to such wishes so as to let them know our disgust. In the case that they (the officers) should order us to fight we ought to obey, but firing in the air so that when the Filipinos see it they would do the same." Then follows the statement that "we should give immediately to the Filipinos our arms." The Monroe doctrine is brought in and the argument is made that to take the islands is to blot the fair escutcheon of the country to which "we owe allegiance," and says "let us not obey the orders to fight the Filipinos." With a statement concerning his reason for concealing his name, the anonymous writer concludes by pretending to sign the symbolic letters of a fraternity, W. F. F.

The English of the document is very amusing; and it is apparent that the article was originally written in Spanish and then literally translated into English by one who had a most rudimentary knowledge of the language.

A Filipino dentist named Arevalo has been arrested on suspicion of being implicated in its promulgation. He denied the authorship of the document but did not deny that he was connected with the publication of the same. Arevalo is being detained and it is not known what steps the authorities intend to take in the matter.

The *El Comercio* publishes a statement to-day to the effect that Mabini, President of the Filipino Council, has been relieved by Mariano Trios, owing to the continued illness of the former.

President McKinley has decided to submit the Philippine question, with its myriad complications, to a commission which will be instructed to thoroughly investigate every question involved including that of the capability of the Filipinos for self-government. This commission will consist of Admiral Dewey, General Otis, Colonel Denby (ex-Minister to China), Brigadier General Whittier, formerly Collector of Customs at New York, Mr. W. Sherman, the well-known New York banker and financier. The two first-named members of the commission are already here and the others will sail immediately for Manila. With such a commission, everything concerning these islands will undoubtedly be brought out in its true light.

The situation in Iloilo is very grave. Conciliatory steps are absolutely useless, and the American troops cannot attempt to land unless very cautiously reinforced. If General Miller had disembarked his men immediately after his arrival and occupied the town as he would, he allowed the Filipinos to make all the necessary preparations for opposition, their small army has been reinforced by ten times its number until they are in a position to take up an attitude of defiance. Business is at a complete standstill and the foreigners have taken to the American ships for protection. All this while the expedition remains idle in the bay, unable to accomplish anything.

The President of the Visayan Republic, Roque Lopez, has transmitted his reply to the effect that the Visayan State-Council found itself compelled to choose between the authority of the United States, which its officers were pretending to impose, and that of the Central Revolutionary Government. That while the proposed authority of the United States dated from the signing of the treaty of Paris on December 10th, 1898, that of the Central Revolutionary Government, besides being founded on the sacred and sacrificial blood, language, habits, ideas and natural ties of the people, was founded principally upon that constitution which was born with the revolution. "Please tell us," says his message "in all sincerity, how we could conscientiously show a preference for the authority of the United States, which only dates back from the Treaty of Paris, December 10, 1898, of which, by the way, we have never been officially informed, over the authority of the Malolos Government, founded upon deeds of conquest previous to the Treaty of Paris and the natural ties created by that political constitution which was established from the first moment of the rebellion commenced on August 11th, 1896?" In conclusion, Lopez says that after mature deliberation, the Council, speaking for all the states of the Visayas, insists upon refusing to consent to the disembarking of American

forces without express orders from the Government at Malolos.

General Miller in responding to this communication expressed regret at the determination of the Filipinos to resist the authority of the United States, and pointed out that the claims of the United States, both in Cuba and in the Philippines, were just and legal because they had not only been won by conquests on land and sea, but had been finally recognised by the former ruling power in the Treaty of Paris.

Therefore, any improvement of the situation at Iloilo does not seem likely in the near future.

One of the amusing incidents of the Iloilo expedition is that the native garrison of the Iloilo fort mistook the *Battford's* meal pennant for a challenge, and three times a day they too hoisted a red flag, whenever the cruiser's pennant notified the world that her crew were at meals, lowering it simultaneously with that on the man-of-war.

#### NOTANDA.

##### CALENDAR.

JANUARY.  
Meteorological notes based on ten years' observations to 1898.

Barometer	29.818
Thermometer	80.1
Humidity	77
Rainfall	8.58

TO-DAY.  
WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.

Barometer	30.25	30.11
Thermometer	57	62
Humidity	52	45
Rainfall	—	—

TO-DAY.  
Monday, 23rd January, 1899.  
Chinese—12th of 12th moon of 25th year of K'uang-shi.

Moon—Maximum Declination N. 2hr. a.m.	—
High water—Morning	9hr. 30min.
Afternoon	6hr. 40min.
Low water—Morning	1hr. 50min.
Afternoon	11hr. 5min.

ANNIVERSARIES.  
1841—S.S. *Enterprise* left for England with news of the cession of Hongkong.  
1856—Volunteer Fire Brigade organised in Hongkong.  
1862—The British brig *Imogene* plundered and burned by pirates.  
1863—The Governor of Hongkong granted permission to wear the uniform of the 1st Class.

1868—P. & O. steamer *Nippon* lost off Amoy.  
1874—Duke of Saxe-Coburg married.  
1896—Treaty signed making Madagascar a French possession.  
1897—Passenger junk capsized in Haitian Straits; over 100 lives lost.

TO-MORROW.  
Tuesday, 24th January, 1899.  
Chinese—13th of 12th moon of 25th year of K'uang-shi.

High water—Morning	9hr. 35min.
Afternoon	7hr. 35min.
Low water—Morning	2hr. 45min.
Afternoon	10hr. 45min.

ANNIVERSARIES.  
1601—Mathew Ricci, the Jesuit missionary, entered Peking.  
1870—U.S. corvette *Anena* lost through collision with P. & O. steamer *Bombay* near Yokohama.

MAILS DUE.  
Canadian (*Empress of India*) to-morrow.  
Indian (*Catherine Apsar*) to-morrow.  
American (*Gaith*) 26th inst.  
French (*Sydney*) 28th inst.  
Australian (*Chinglu*) 29th inst.  
American (*China*) 30th inst.  
Tacoma (*Victoria*) 31st prox.  
American (*Doric*) 14th prox.

THE Silk-er steamer *Empress of Japan*, arrived in New York on the 20th inst.

THE O. & O. S. S. Co.'s steamer *Gaith* with mails, etc., left Shanghai for this port at 7 a.m. to-day, the 23rd inst.

THE Nippon Yusen Kaisha's steamer *Tenshin Maru*, left Kobe for this port yesterday, the 22nd, and is expected to arrive here on the 27th inst.

THE Nippon Yusen Kaisha's steamer *Kinshu Maru* (American Line) left Kobe for this port yesterday, the 22nd, and is expected to arrive here on the 27th inst.

THE Agents (Messrs. Butterfield & Swire) inform us that the C. & O. S. S. Co.'s steamer *Belgian King*, arrived at San Diego on Saturday morning, the 21st inst.

THE O. S. S. Co.'s steamer *Dardanus* from Liverpool, left Singapore for this port yesterday morning, the 22nd, and may be expected here on or about Friday, the 27th inst.

We are informed that the Messageries Maritimes Co.'s steamer *Sydney* with the next French Mail, left Singapore for this port at 3 p.m. yesterday, the 22nd inst., via Saigon.

THE Canadian Pacific Railway Co.'s steamer *Empress of China*, arrived at Nagasaki at 2.30 p.m. to-day, the 23rd, and leaves at 6.30 p.m. for Kobe, where she is due to arrive at 10 p.m. to-morrow, the 24th inst.

THE P. M. B. S. Co.'s steamer *City of Rio de Janeiro* with mails, etc., which left hence Dec. 22nd for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 20th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Idoro Pan* ..... at Kowloon Dock.  
H.I.G.M.S. *Kaiser* ..... " "  
H.I.G.M.S. *R. Aia* ..... " "  
*Athenian* ..... " "  
*Isla de Cuba* ..... " "  
*Isla de Luzon* ..... " "  
*Monmouthshire* ..... " "  
H.I.G.M.S. *Gefion* ..... " "  
*Beechdale* ..... " "  
*Dr. Han Jurg Kler* ..... " "  
*Anapa* ..... " "  
*Chancha* ..... " "  
*D. Juan P. Antrix* ..... " "  
Cosmopolitan .....

PASSED THE CANAL.  
Outward—Dec. 20th *Glenesh, Elrickdale*; Dec. 23rd *Wenington Hall*; Dec. 30th *Antenor, Boynton, Savala*; Jan. 3rd *Trileta, Servia*; Jan. 6th *Glenagary, Sleria, Nerite*; Jan. 10th *Melanch, St. Andrews, Edur*; Jan. 13th *St. John, Monty, Suvla, Sachin*; Jan. 17th *Denialy, Formosa, Mowm, Suvla, Sachin*; Jan. 20th *Calcedonia, Konigshagen*.  
Homeward—Jan. 17th *Orizaba*; Jan. 20th *Glenagary, Kalsow, Brannan*.

#### Shipping.

##### STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI: THE Company's Steamship

"HAIJUN."  
Captain Bahurist, will be despatched for the above ports, TO-MORROW, the 24th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 23rd January, 1899. [107a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"KUTSANG."  
Captain Bradley, will be despatched as above TO-MORROW, the 24th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 23rd January, 1899. [98a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"WOOSUNG."  
Captain Dawson, will be despatched as above TO-MORROW, the 24th inst., at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 21st January, 1899. [103a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"EIDSVDOL."  
Captain Anderson, will be despatched as above TO-MORROW, the 24th inst., at 3 P.M.

For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 6th January, 1899. [26a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"VINDONA."  
Captain B. Bellen, will be despatched as above TO-MORROW, the 24th inst., P.M.

Silk and valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 17th January, 1899. [89a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA. THE Company's Steamship

"HUPEH."  
Captain Quail, will be despatched as above TO-MORROW, the 24th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th January, 1899. [79a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ENERGIA."  
will be despatched as above TO-MORROW, the 24th inst.

S.S. "TATHAN" ..... About 2nd Feb., 1899.  
S.S. "SIKH" ..... 4th Feb., 1899.  
S.S. "ARGVLL" ..... 11th Mar., 1899.

For Freight or Passage, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 18th January, 1899. [136a]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"COMMONWEALTH."  
Captain James, will be despatched for the above port on SATURDAY, the 28th inst.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 17th January, 1899. [153a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA. THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched on TUESDAY, the 31st inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 19th January, 1899. [95a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched on TUESDAY, the 31st inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 19th January, 1899. [97a]

#### Shipping.

##### STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"NESTOR."  
Captain Asquith, will be despatched as above on THURSDAY, the 26th inst., at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 21st January, 1899. [60a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE. THE Company's Steamship

"CHINGTU."  
Captain Moore, will be despatched as above on TUESDAY, the 31st inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 21st January, 1899. [104a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"INDRANI."  
Captain Trotter, will be despatched as above on or about the 29th February.

For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 6th January, 1899. [25a]

FOR NEW YORK (DIRECT). THE Steamship

"KENMORE."  
Captain Ellis, will be despatched for the above Port on or about the end of February.

For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 12th January, 1899. [10a]

#### Auction.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	BOMBAY VIA SINGAPORE and COLOMBO	TO-MORROW, 24th Jan., at Noon.
WAKASA MARU.....	YOKOHAMA (DIRECT)	THURSDAY, 26th January, at 4 P.M.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th January, at 4 P.M.
KINSHU MARU.....	SEATTLE (WASH., U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	MONDAY, 30th January, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 2nd February, at 4 P.M.
FUTAMI MARU.....	NAGASAKI, MOJI, KOBE and YOKOHAMA	TUESDAY, 7th February, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 23rd January, 1899.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY  
OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of  
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Farm Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## COMBUSTION

In the human body is of the utmost importance in determining vitality. As combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in the healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. An Chemist.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—  
Mitsui Coal Mines,  
Osaka Coal Mines,  
Tokyo Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Imperial Government Paper Mills, Japan,  
Cotton Cleaning and Wg. Co., Shanghai,  
Onoda Cement Company, Japan,  
Kanegutani Cotton Spinning Mill, Japan,  
The Mitsui Cotton Spinning Mill, Limited,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Clock-Factory,  
Hongkong, 11th December, 1898.

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## CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER,

SMITH'S, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audenard's Watches

awarded the highest Prizes at every Exhibition,

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES

Nos. 54 &amp; 56, Queen's Road Central.

[40]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

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## CAROLINE M. AVERNARIUS.

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot and Dampness.

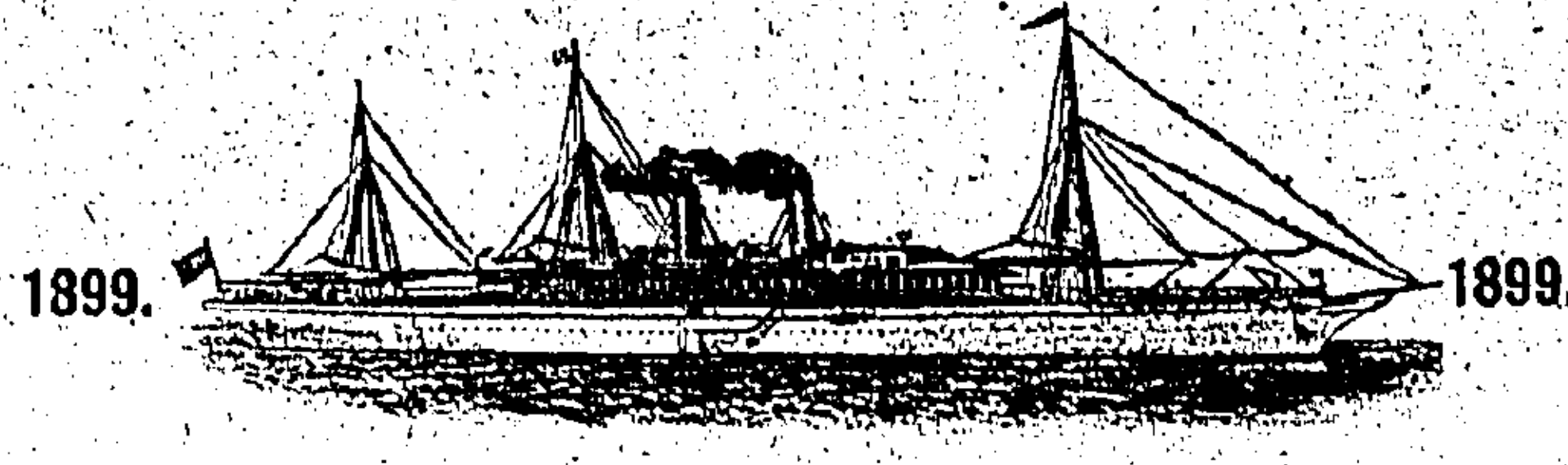
Sole Agents for China

LUTGENS, EINSMANN &amp; Co.

Hongkong, 7th September, 1896.

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## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th Feb., 1899.  
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 15th Mar., 1899.  
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New-York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

THE Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th February, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States, have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Hawaii, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

[1310]

## EYE-SIGHT.

Occulist-Optician, of London and Calcutta,

may be consulted for SPECTACLES at

FLETCHER &amp; Co.'s PHARMACY,

(Opposite the Hongkong Hotel).

Business Hours: 9 a.m. to 5 p.m.

Agreed proportion of catarrhs and diseases

affecting those advancing in life occur to those

having some deficiency in the construction of

the eyes—the many years of "Eye Strain"

ending in serious forms of diseases. Glasses

specially adapted in youth to those requiring

them save and preserve the sight.

Constantly recurring headaches, spells of

dimness when reading, weak eyes, the letters

running together; any of these symptoms indicate

a deficiency in the form of the eye requiring

Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVISE FREE.

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## NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. Victoria... [3,502] J. Panton... Feb. 14. Tacoma... [2,553] A. Dixon... Feb. 25. Glenora... [3,750] J. McGilivray... Mar. 21. Olympia... [2,608] J. Truebridge... April 1.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... [2,654] Dobson... Jan. 28. Monmouthshire... [2,874] W.A. Evans... Feb. 18. Lennox... [3,677] Williamson... Mar. 11. Columbia... [2,654] Dobson... April 5.

\* Calling at HONOLULU. \* Calling at HONOLULU and Not calling at SHANGHAI.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. DOCTOR AND STEWARDNESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 21st January, 1899.

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## To be Let.

TO BE LET from the 1st April.

THE COMMODOUS OFFICES (including the use of Lift) on the Second Floor of the P. & O. S. N. Co's Buildings, No. 14, Praya Central, now occupied by the HONGKONG and WHAMPOA DOCK CO., LD.

For Particulars, apply to H. A. RITCHIE, Superintendent P. & O. S. N. Co. Hongkong, 18th January, 1899.

[96a]

## TO LET.

HOUSE No. 1, CAMERON VILLAS,

PEAK, with possession from the 1st

April next.

Apply to BELLIOS &amp; Co.

Hongkong, 18th January, 1899.

[93a]

## TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in

course of erection).

PROPERTY now occupied by the

Barrington Saw Mills.

FLOORS in STANTON and ELGIN

STREETS.

"BAHAR LODGE,"

No. 4, RIPON TERRACE.

No. 3, MOUNTAIN VIEW, THE PEAK.

(Furnished.)

Apply to

THE HONGKONG LAND INVESTMENT &amp; AGENCY Co., Ltd.

Hongkong, 9th January, 1899.

[12]

## TO THE DEAF.

A RICH LADY, cured of her deafness

and noise in the Head by Dr. NICHOLSON'S

Artificial Ear Drums sent 2/6 to his Institute

so that Deaf Persons who have not the means

to procure the Ear Drums may have them free.

Apply by letter to—C. G. BRIGHT, Secretary,

54, Bow Lane London, E.C.

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## Mails.

NORTH  
GERMAN LLOYD.HAMBURG-  
AMERICA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	6th Feb.
Pape	(LONDON with transshipment in HAMBURG)	February.
*SARNIA	HAVRE, HAMBURG/BREMEN.	About 15th Feb.
Ehlers	(LONDON with transshipment in HAMBURG)	February.
SILESIA	HAVRE, HAMBURG/BREMEN.	About 10th Feb.
Behrens	(LONDON with transshipment in HAMBURG)	March.
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 20th March.
Foerck	(LONDON with transshipment in HAMBURG)	March.
WITTENBERG	HAVRE, HAMBURG/BREMEN.	About 31st March.
Madsen	(LONDON with transshipment in HAMBURG)	March.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.  
Calling at NAPLES for Passengers only, if sufficient inducement offers.  
For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 19th January, 1899.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 26th Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 6th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 14th March, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on THURSDAY, the 26th instant, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States, have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full; and sent to the Collector of the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th January, 1899.

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## NORDEUTSCHER LLOYD.

## NOTICE.